

Jan. 13.

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GLOUCESTER MAY NOT CONTROL.

Duty on Cured Fish May Be Reduced in Reciprocity Treaty.

Difference in Labor Conditions May Be Considered.

The Washington correspondent of the Boston Transcript says:

"Negotiations for a trade treaty between the United States and Newfoundland will be undertaken by the state department before the distinguished British officials interested have left town.

"Conditions attendant upon treaty making are much more favorable than when the indifference of the senate to a dozen or more commercial treaties negotiated by the McKinley administration, of which that with Newfoundland was one, caused Secretary Hay to exclaim in disgust that he never would send another commercial treaty to the senate. Not only is the senate more in a mood to encourage trade by means of treaties than at any time since the Civil war, but the pressure of public opinion for a reduction of customs duties is influential in modifying the hitherto unyielding attitude of the upper branch.

"It is expected that the demands of Newfoundland, when finally stated, may not be as rigorous as those of Sir Robert Bond, who went to the length of forbidding the sale of fish to Americans, following the failure of his treaty in the senate. The point would appear to be fairly well established that the demands of Gloucester will be a governing factor in the ratification of the treaty and that some concessions must be made to that interest, probably in the nature of a reduced duty on dried fish, but still enough to equalize the difference in labor cost of drying and curing between Newfoundland and Gloucester.

On the other hand, owing to the invited presence in Washington of representatives of both the Canadian and the Newfoundland governments for the stated purpose of settling many trade and other differences among the three governments, it is evident to all parties concerned that the material is at hand and the time ripe for an amicable disposition of the whole Atlantic fisheries question.

"Under these circumstances, with the great issue of Canadian reciprocity hanging in the balance, strictly local demands, like those of Gloucester, will be examined with great care before they are allowed to become a determining factor in proposed trade arrangements. The customs division of the treasury department has virtually suspended work on its fishery regulations in view of the conferences now taking place at the state department, and, as your correspondent already has intimated, may withdraw from the courts an important case affecting the American-Newfoundland fisheries if the point at issue is otherwise disposed of in the expected treaties between the United States and Canada and Newfoundland.

"It is a fair assumption that both countries desire a treaty with the United States and are prepared to face a good deal of criticism among their own people in carrying the negotia-

tions through. Should Newfoundland conclude a fisheries agreement with the United States the problem of Canadian reciprocity, as far as it relates to the fisheries, would be much simplified.

"It is calculated that a treaty arrangement that would equalize labor conditions between Massachusetts and Newfoundland and admit fresh fish free would offer to Newfoundland all the advantages of a great market, develop the Massachusetts towns, notably Gloucester, as curing and manufacturing establishments, and cause the current of commerce between Newfoundland and her large foreign customers named to flow through New England. In this broad view of the case existing personal interests in Massachusetts, of course, would be consulted but they would not be allowed, as they have been many times in previous years, to dictate the exact terms to which the United States should agree in signing and ratifying the treaties."

It is expected that matters in the conference between the Canadian finance ministers and the department of state will reach a head in Canadian reciprocity today and that the conference will be concluded by tomorrow. At present, it is understood, matters look blue, the conference have run upon many snarls. There is even grave doubt if anything substantial will now come of the conference.

The hope today was that President Taft, at the state dinner tonight in honor of the Canadian visitors, would be able to galvanize all concerned into reaching some substantial agreement. It is recognized that Mr. Taft has peculiar powers in bringing out results in negotiations of the kind when the dawn looked darkest. The Canadian tariff question of last spring was saved by him at the dinner by Gov. Hughes in Albany last spring.

Canada Said to Want Too Much.

A despatch from Washington this morning says:

Trustworthy information about the negotiations for reciprocity continue unencouraging. Little was effected at the state dinner by President Taft, although he took all of the Canadian ministers into his private study after the dinner and had conferences with them there, Secretary Knox being present. It is understood that Canada asks much but is willing to give little.

The 15 "pop" bills of Congressman Mann putting many agricultural products on the free list has proved embarrassing, as these articles were expected to prove a considerable basis for the negotiations, and that there was a prospect of their going on the free list opened the eyes of the Canadians. It is understood that Canada will make no concessions at all on American manufacturers and will not listen to any proposals relating to pulp-wood, obtainable from crown lands. All that seems left for agreement on is hay, fruits and livestock. It is declared in congress as certain that no reciprocity treaty can be ratified in which much is conceded to Canada and little got in return.

HADDOCK PRICE IS LOWERED.

SOLD AT T WHARF LESS THAN \$2 FOR FIRST TIME THIS WINTER.

Haddock sold at T wharf this morning for the first time this winter, below \$2 per hundred weight, the catch of these fish in the fares of the three off-shore vessels is going at \$1.75.

In all there are 29 arrivals at the dock this morning, 26 of them being market boats with catches not running above the average, most of them having been secured in one set.

Of the off-shore, sch. James W. Parker has 53,000 pounds, sch. Manhasset 52,000 pounds and sch. Raymah, which craft Capt. Felix Hogan driving in and out as though she were a market boat has 47,000 pounds.

Shore haddock brought \$2.50. Large cod went easily at \$4 and \$4.50, hake \$3 to \$5 and cusk and pollock were on even terms for the first time in a long while at \$3.50.

Boston Arrivals.

The fares and prices in detail are:

Sch. Athena, 5000 haddock, 700 cod, 2000 hake.
Sch. Nettie, 6000 cod.
Sch. Wodan, 2300 cod.
Sch. M. Madeleine, 6000 cod.
Sch. Hattie F. Knowlton, 1500 haddock, 400 cod.
Sch. W. H. Reed, 3000 cod.
Sch. Thomas J. Carroll, 1500 haddock.
Sch. Leo, 2500 haddock, 1000 cod, 500 hake.
Sch. Matthew S. Greer, 12,000 haddock, 800 cod, 400 hake.
Sch. Raymah, 47,000 haddock.
Sch. Manhasset, 50,000 haddock, 1000 cod, 1000 hake.
Sch. James W. Parker, 50,000 haddock, 2800 cod.
Sch. Stranger, 4000 haddock, 500 cod, 600 hake.
Sch. Sylvia M. Nunan, 4000 haddock, 700 cod, 800 hake.
Sch. Alice, 8000 haddock, 1000 cod, 2500 hake.
Sch. Mary E. Cooney, 8000 haddock, 1600 cod, 1000 hake.
Sch. Valentina, 6000 haddock, 1000 cod.
Sch. Sadie M. Nunan, 10,000 haddock.
Sch. Galatea, 7000 haddock, 800 cod, 200 hake, 1200 pollock.
Sch. Buema, 8000 haddock, 6000 cod, 1500 hake.
Sch. Clara G. Silva, 4500 haddock, 600 cod, 1200 pollock.
Sch. Victor and Ethan, 8000 haddock, 1600 cod, 2500 pollock.
Sch. Olive F. Hutchins, 5000 haddock, 300 cod, 500 hake.
Sch. Margaret Dillon, 2400 haddock, 2500 cod, 3000 hake.
Sch. Washakie, 8000 haddock, 1200 cod, 500 hake.
Sch. Metamora, 5500 haddock, 1500 cod, 3000 hake.
Sch. Manomet, 3000 haddock, 900 cod, 1500 hake.
Sch. Little Fannie, 200 haddock, 1500 cod, 2000 hake.
Sch. Mary B. Greer, 7000 haddock.
Haddock, \$1.75 to \$2.50 per cwt.; large cod, \$4.00 to \$4.50; market cod, \$2.50 to \$3; hake, \$3 to \$5; pollock, \$2.50; cusk, \$3.50.

Jan. 14.

VESSEL NOT DETAINED.

Newfoundland Story Regarding the Sail of Sch. Blanche.

A St. John's, N. F., despatch in the Halifax Herald says:

"On the 26th of December, it was stated in the Gloucester papers that Messrs. Davis, owners of sch. Blanche Captain Smith, of Gloucester, were claiming against the government for \$50 per day demurrage for alleged detention at Bay of Islands. The fact is that the Blanche was not detained one moment. Sch. Premier, another Gloucester schooner, belonging to the Davis firm, arrived in Bay of Islands on the 15th and transferred the sail on the Blanche, which sailed immediately. The customs authorities were not aware of the fact until nine days afterwards when Norman Ross, agent reported that sch. Premier had brought a spare sail among her stores and transferred it to the Blanche. The report in the Gloucester papers is probably due to the claim made by the customs for duty on this sail."

Provincetown Fleet Resumed Fishing.

The Provincetown schooners have started fishing again, and the Josephine de Costa, the Jessie Costa, the Mary C. Santos, the Matchless and the Rose Dorothea sailed Wednesday night for their first trip. Others are nearly refitted and will be out in a few days.

NOW CONSIDERING THE DETAILS.

Fisheries Commission Trying to Arrange Amicable Adjustment.

Bait Question Reported the Most Troublesome to Settle.

No particulars have as yet been received here as to the details of the agreement reached by the commission of Newfoundland, Canada and United States officials, who met at Washington to consider the matter of fisheries regulations of the two former countries as applied to fishing vessels of the latter, and which according to press dispatches reached an agreement on Thursday which on the face would appear to be a victory for the American contentions.

A Washington dispatch of last evening says:

"In the light of the general agreement reached yesterday affecting fisheries in the waters of Canada and Newfoundland, the representatives of the United States and Canada today considered the details of an actual settlement of all questions arising from existing Canadian regulations.

"Newfoundland was not represented at the conference today, as Premier Morris has returned to Newfoundland for the purpose of consulting his colleagues in the cabinet before giving a final answer to all the changes in the Newfoundland regulations desired by American fishermen. The negotiations with Newfoundland will be resumed later.

"It is understood that the question giving the most serious trouble in reaching a settlement is the request of the United States that the American fishermen be given the privilege of securing bait in Newfoundland without restrictions.

"It was said at the conclusion of the conference today that considerable progress had been made and that a session would be held tomorrow, when it is expected that an agreement be-

tween the United States and Canada will be concluded."

What Premier Morris Telegraphed to Newfoundland.

A St. John's, N. F., dispatch last evening says:

"That the proposed fisheries agreement between the United States and Newfoundland can be effected to the probable satisfaction of both countries without changing the Newfoundland regulations, is indicated in a message received by Attorney-General Morrison tonight from Sir Edward Morris, premier of Newfoundland, who has been in Washington attending the conference between the Newfoundland, Canadian and United States representatives. Premier Morris' cablegram follows:

"The proposed fisheries agreement does not touch nor affect in any way our shery or other laws. It deals only with the following matters:

"(1)—It eliminates the commission of experts provided for under The Hague tribunal award.

"(2)—It eliminates appeal to The Hague tribunal.

"(3)—It provides for arbitrating any future differences by a permanent tribunal created by a special agreement affected yesterday, if such differences cannot be settled by negotiations.

"From the spirit manifested by the public men in Washington, I apprehend no trouble in the future, nor necessity for further arbitration."

"This cablegram clarifies considerably the results of the Washington conference in the minds of the Newfoundland fisheries interests.

"The Colonial newspapers today express editorially their approval of the arrangements entered into by the colony's representatives at Washington, although the opposition journals express the desire to learn more details of the agreement before discussing it further."

Jan. 14.

HERRING NOW AT BAY OF ISLANDS

Weather Indications Show Probable Freezing Weather There Today.

Coming of Gulf Ice Feared If Cold Continues.

Recent advices from Bay of Islands, N. F., are of an encouraging nature as far forth as the herring are concerned, but there is always a fly in the ointment in the herring fishery, and now it is a case of herring in fairly plentiful quantities, but no frost.

A letter to the Times states that during the past few days fairly good catches of herring have been made in the Humber and Middle Arms. Tuesday and Wednesday quite a number of vessels came up the Humber, among them schs. Saladin, Alert, Veda M. McKown, and several others.

There is no indication of cold weather, that is, weather cold enough to freeze herring.

The recent sailings for home have been schs. Avalon, Olga and John R. Bradley.

There is a considerable number of vessels in the Arms, few of which have

many fish unless they have taken them in the past two or three days.

All the skippers are pleased at the recent spurt and believe that the fish are liable to strike in in a big body most any time and if frost should come at the same time it would mean some quick loading.

The chances are today that there is frost at Bay of Islands. Telegrams received this noon report no ice at Anticosti, but there soon will be for the thermometer this morning there was two below zero, while at Forteau, in the straits of Belle Isle, it was 20 below.

With this kind of weather to the northward, the Bay of Islands will soon have all the frost it wants, and the Gulf ice will soon be on the move down across the gulf to the western Newfoundland shore and when that comes, those that are out and down by Cape Ray will be all right, while any who should be caught in Bay of Islands will be there for the winter and well into next spring.

Jan. 14.

LIGHT RECEIPTS AT T WHARF.

ARRIVALS INCLUDE SEVEN MARKET BOATS AND PROVINCE-TOWN SHORT TRIPPER.

Light receipts at T wharf mark the closing of what has been a busy week for the dealers. Seven of the market boats and one of the Provincetown short trippers are all there in, the latter, sch. Mary C. Santos, having 29,000 pounds. Sch. Emily Cooney with 20,000 and sch. Belbina P. Domingoes 13,000 pounds are the only good sized fares among the shore boats.

The haddock market is well supplied now, and there is an abundance of that fish for smoking. Up to last week the dealers had hard work to supply the demand for smoked haddock, but now they have all they want, and some of the fish goes to canners, who put it up for the western and European markets. Cod, for which there is a steady demand for the New York market especially, is still scarce.

Haddock sold at \$2.05 to \$2.50 and large cod, \$4.50 to \$5. Hake were from \$4 to \$6 and pollock \$3.25 to \$4.

Boston Arrivals.

Th fares and prices in detail are:

Sch. Emily Cooney, 14,000 haddock, 1000 cod, 5000 cusk.

Sch. Warren M. Goodspeed, 6000 haddock, 2000 cod, 1000 hake.

Sch. Mary C. Santos, 23,000 haddock, 2500 cod, 3000 pollock.

Sch. Belbina P. Domingoes, 11,000 haddock, 1000 cod, 800 hake.

Sch. Edith Silveira, 5000 haddock, 800 cod, 300 hake.

Sch. Mary E. Silveira, 3000 haddock, 600 cod, 1000 cusk.

Sch. Rose Standish, 6500 haddock, 1700 cod, 1400 hake.

Sch. Mettacommet, 4000 pollock.

Haddock, \$2.05 to \$2.50 per cwt.; large cod, \$4.50 to \$5; market cod, \$3 to \$3.50; pollock, \$3.25 to \$4; hake, \$4 to \$6.

Portland Fish Notes.

Sch. Hockomock, with 10,000 pounds of fresh fish, was the only arrival Tuesday.

Portland gurry will soon find its way to Gloucester. "Gurry," be it known to the uninitiated, is the waste of fish cleaned here. Representatives of the Gloucester Oil Grease Co., were in Portland Tuesday and they purchase some of the waste fish to use in their factory. The oil will be extracted and some of it used for glue.

Fish receipts this week have been unusually small, the weather conditions having been so bad that although quite a number of the vessels of the local fleet have started out for the fishing grounds they were unable to do anything, there having been such a heavy sea running that the skippers did not attempt putting out their trawls. Thursday, however, several vessels made a "set," and it is hoped that quite a good sized catch will be brought in today. About 12,000 pounds of fish were landed Thursday, schs. Angie B. Watson and Mary E. Sennett coming in with small fares in addition to a few of the boat fishermen.

Sch. Mary E. Sennett arrived at Portland Thursday with 5000 pounds of fish.

Several vessels of the local fleet which started out Tuesday night for the fishing grounds came back Wednesday, finding the sea so rough as to discourage them from all attempts at fishing. The schooner Helen B. Thomas, which has been laying at the wharf for five days, was among those that come back, she having ran off shore for 60 miles before she turned back. Her captain concluded not to risk his gear by putting it overboard.

Several of the fishing steamers which have been hauled up at Central wharf the past two months, are now fitting for pollocking. Steamers Elthier and E. N. Brown have already gone into commission and steamer Pet will start out in a few days.

Jan. 14.

SAVING THE LOBSTERS.

Petitions bearing the names of the majority of voters of this section are ready for presentation to the Maine legislature requesting the enactment of a law to prevent the shipment of lobsters from that state from the first of July to the first of September. A bill covering the petition is now being framed and will be presented to the legislature by the backers of the Maine lobstermen.

Jan. 14

FISH SHORTAGE MEANS ADVERSITY

Gloucester's Prosperity Depends on Liberal Receipts.

Would Free Green Fish Diminish Local Fishing Fleet?

To the Editor of the Times:—The question of the admission free of duty of green or uncured salt fish from the Canadian provinces, has certainly been having a good discussion about our city as well as from the public platform and through the press. This it seems to me is as it should be because all reforms and changes that have proven beneficial to the human race have come about through agitation and discussion. Those who have the welfare of Gloucester as a whole, at heart should not hesitate to bring to the public mind any and all information that can be of service towards a favorable solution of this question affecting as it does the future of Gloucester's business interests.

Much has been said and written and there is much more that can be said or written, but in this article I will try and present a few points which have not been touched upon or if so, not fully covered in presenting them to the public.

The question of the possible loss of our fishing fleet seems to be the foremost reason advanced against the admission, free of duty, of salt fish in the whole or raw state, the impression evidently being that the value of the Gloucester product might be impaired by such admission.

Small Fares at Big Prices Better for the Fishermen.

Now the successful operation of the Gloucester vessels depends upon three essential features, first, the cost of production; second, the quantity of fish landed; third, the price obtainable for the catch.

On the first item the expense is practically the same whether a large or small fare is landed. This is because the cost of provisions, wear and tear of sails and rigging, insurance, etc., is substantially the same in either event. A vessel returning from a trip with 20,000 pounds of salt codfish for which a price of \$5 per hundred pounds is obtained will realize \$1000 which is just the same amount that would be realized had the vessel landed 40,000 pounds at a price of \$2.50 per hundred pounds. The owners, captain and crew profit to the same amount in either case. Which therefore is the best for those interested in the voyage? The labor of catching, dressing, salting and handling 40,000 pounds would be just double what it would be on 20,000 pounds and the same amount of pay would come to the men who land the fish in each case. From a human standpoint, (to place one's self in the position of the fisherman) which is the best proposition? Human nature is likely to reply, "The small quantity is good enough for me. I earn just as much and do only half the amount of work."

The Larger Fare, the Better for Gloucester.

But what about the prosperity of Gloucester, where the fish are wanted and where men and women and boys and girls look for a livelihood from their labor upon the products of the deep? Is the large or the small trip best for their interest, also for the interest of the wharf laborers, box makers, teamsters and transportation companies? There is, but one answer. "The larger the quantity the better for Gloucester."

The fisherman returning with only a partial or small fare can say, "Well, we have a small trip, let's hope the price will make it up," and so long as no salt fish from outside sources come in to our market to change the situation the fancy price can "make good" for the "fish they didn't catch."

Now let us grant that the fisherman returning from such a voyage as described above needs to have some money to take and we are all glad if something helps out the fisherman with the broken trip. He and his family, if he has one, probably need every cent he can bring them in.

But what about the prosperity of Gloucester? It is evident that the large quantity of fish is the needful article which tends to the prosperity of the laborers on shore and these men have families as well as the fishermen and unlike the fishermen at sea, they do not have their daily food furnished by the outfitters or owners of the vessel as is the case on many of the fishing voyages.

The shore laborer looks to the "butcher and baker and candle stick maker" for the supplies his family requires and his earnings are what he looks to pay the bills. Steady employment is the thing he is looking for.

The Prosperity of Gloucester's Retail Merchants

along our business streets depends to a considerable extent upon the amounts of the payrolls of our fish packing establishments, hence the necessity of a large volume of business in these packing houses. This can only be secured by having an abundance of the raw material or in other words goodly supplies of salt fish for packing into the various packages so that at "no time" will the packing lofts be idle simply on account of lack of material to work with.

Besides the large amount of employment which the goodly quantities of fish provide comes also an increased demand for boxes, labels, paper, nails, twine and printers' ink, as well as salesmen, office help, etc.

With the quantities of fish as the first essential feature prices and all other matters will regulate themselves and a nation of 90,000,000 people will take care of the output and render very remote the chances of a fish trade stagnation in Gloucester through an oversupply. Gloucester's production of salt fish is uncertain always and shortages in the catch likely to occur at any time. Assure Gloucester merchants and packers of a supply at all Gloucester's business will move along times for their requirements and steadily and the whole city reap the benefit.

We have had a long trial of the "keep them out" policy and by taking soundings should be able to find our latitude and longitude without much difficulty.

If we are in shoal water how would it do to tack ship and try another course for awhile? The "let them in" policy might be fairly entitled to a trial after many years of the opposite policy.

Any policy which offers a Possibility of Better Conditions for Gloucester

business interests would seem to be entitled to a trial after another policy has been shown to have fallen short of obtaining for our city her full measure of prosperity. A decline of population in 10 years does not seem to indicate an advanced position commercially.

With the fresh fish business being done largely by Boston and Portland and with the mackerel fishery more and more a thing of the past Gloucester needs to look over the situation and determine if possible what the future business possibilities are and shape her course accordingly.

A fair catch of mackerel by our shore fleet means the bulk of the catch landed fresh at Boston or Portland (occasionally a trip finding its way to Gloucester), and consumed fresh.

It would seem that Gloucester's industrial future depends very decidedly upon her salt fish or western shipping trade. This being the case should we not try and give those interested in this trade, packers, laborers and all concerned all the opportunities we can so that this business may not be found after a 10 year term to have "gone back?" With a growing country this business seems to have a promise of development, the reason why it is not more fully developed already apparently being lim-

ited supplies of the raw material with which to do business and which is controlled by a very few concerns.

Another important feature is that Salt Codfish Should Be a Popular and Reasonable Priced Food

for the masses. This would result in a large trade throughout the country and consequently a large business for Gloucester and lots of employment. With codfish at fancy prices it goes on to the list of luxuries.

This is especially true when the first cost of salt fish from the vessels is at a high figure which after adding cost of curing, cutting, packing, etc., to which there is added cartage, freight and the western jobbers and dealers profit the cost is carried to a figure which takes it out of the reach of the masses of consumers and classes the goods with articles used almost exclusively by the wealthy or favored few.

I believe that no one will attempt to deny but that quite a number of times during the past decade it has been difficult for Gloucester packers to find fish for their requirements even at very fancy figures. It has apparently at times been a case of "no salt fish for love nor money," as far as obtaining a supply was concerned.

Resort has been had to importation from Canada and Newfoundland on which importations the fish were subject to a United States government duty making of course an increased cost to be added to an already high price paid for the fish with a cost for transportation to Gloucester from the purchasing points.

Where the gain comes to Gloucester by having to pay this duty is hard for me to understand. To my mind it is a positive hindrance to the ready sale at a profit and early consumption of the goods.

Gloucester's Business Should Not Suffer From Shortage of Fish.

When Gloucester concerns of years standing conducted by men who know the business by heart, men who are honest and steady plodders and who have given the greater part of their lives to the business, are obliged by existing conditions to let their places of business remain idle on account of lack of supplies of stock, while holding good orders from good customers which they see no supplies of stock in sight to fill and when such conditions repeatedly occur it is certainly not a good thing for Gloucester and if there is any remedy Gloucester should find that remedy.

Wind and weather, lack of bait supply, accidents and losses of vessels at sea, Gloucester people cannot control. Shortages of fish in Gloucester occur from these causes and Gloucester laborers are often idle because fish are scarce on the wharves.

Unfortunate as these occurrences are and while beyond the control of mortal man on shore it is an added calamity if Gloucester packing houses and Gloucester workmen must remain idle on account of the causes which have prevailed at sea.

When codfish are brought to Gloucester from the Pacific coast in carloads (at a high cost of freight) to be cut up and shipped from here back to the middle west and at the same time codfish are being brought here from Canada and Newfoundland in vessels and via steamship to Boston and thence to Gloucester our Gloucester people naturally ask: Wither are we drifting? What's the use of Gloucester's paying duty on these Canadian fish? Why not let the goods that are coming here for Gloucester's requirements come in without any duty or tax whatever? Will Canada flood us with green fish if we remove the duty and will our fishing fleet be driven from the port?

Now this latter question can be discussed at length and a variety of opinions be expressed. Many opinions have already been presented. The fact that there will probably always be a large fresh fish fleet needed to supply the Boston and Gloucester market would seem to preclude the possibility of wiping out the Gloucester fleet.

Would Free Green Fish Wipe Out Gloucester's Fleet?

I do not see how with Canada's already large export trade, and her own home trade that any such considerable amount would come to Gloucester as to seriously handicap the Gloucester production. To be afraid of this is a your correspondent's mind a "bug-bear." My personal opinion is that had the duty on green fish been removed 10 years ago Gloucester would be further ahead than is the case today and be able to show a larger valuation, more savings bank deposits and a larger demand for wharf property and consequent larger valuation to such property, also to real estate in general.

Jan. 14

This opinion may not be shared by vessel owners here or those who man the fishing fleet.

I believe that were the duty on green fish entirely removed for the next 10 years we would find at the end of that period our Gloucester fleet still going and coming and as large or larger than it is today and our city further advanced materially than it otherwise would be and a better spirit prevailing between the Canadians and ourselves.

I have only praise for the fishermen; as sturdy a set of men as can be found on God's footstool, noble hearted, strong and brave and many of them liberal to a fault.

I have noticed that the fishermen have little to say on the "free green fish" question. They go and come, take their chances on the market and "take what is coming" as their share of the voyages sometimes big, sometimes small. While remembering them and their welfare let us not forget those other toilers who stand at the benches and pull the hides and bones from the fish and even with fingers punctured by sharp bones or cut by the skinner's knives and with hands encrusted with the crystallized salt, toil on "while the work holds out." Let us remember also the boys and girls who do the bone pulling, trimming, packing and labelling in order that the pay envelope may be ready on Saturday night and let it not be said at any time when these toilers are asked why they are not working that the reason is not lack of business but because of "no fish."

LETEMIN.

Jan. 14.

NOVEMBER FISH RECEIPTS.

THOSE AT GLOUCESTER LESS IN
AMOUNT BUT GREATER IN
VALUE THAN BOSTON.

According to the returns of the Bureau of Fisheries, Department of Commerce and Labor, 274 fares, aggregating 1,531,014 pounds of fresh fish valued at \$30,635 and 6,174,018 pounds of salt fish, valued at \$239,747, a total of 7,705,032 pounds valued at \$270,382 were of November, and 513 fares of fresh landed at this port during the month fish aggregating 7,867,960 pounds, valued at \$222,021 were landed at Boston for the same month.

For the corresponding month of 1909, 197 fares, aggregating 3,274,500 pounds of fresh fish valued at \$43,757 and 6,669,236 pounds of salt fish valued at \$206,194 a total of 9,943,736 pounds valued at \$249,951 were landed at this port and 475 fares aggregating 7,771,700 pounds of fresh fish valued at \$190,537 were landed at Boston.

The receipts at each port for November 1910, were as follows:

Gloucester.

	Pounds.	Value.
Fresh cod.....	232,006	\$6,373
Salt cod.....	4,618,529	206,955
Total cod.....	4,850,535	213,328
Fresh haddock.....	153,063	5,230
Salt haddock.....	16,559	332
Total haddock.....	169,622	5,562
Fresh cusk.....	56,588	985
Salt cusk.....	19,842	495
Total cusk.....	76,430	1,480
Fresh hake.....	206,894	2,796
Salt hake.....	40,622	780
Total hake.....	247,516	3,576
Fresh pollock.....	833,212	9,509
Salt pollock.....	99,802	1,998
Total pollock.....	933,014	11,507
Fresh halibut.....	49,251	5,742
Salt halibut.....	1,964	157
Total halibut.....	51,215	5,899
Salt mackerel.....	29,400	4,079
Salt herring.....	1,347,300	24,951

Boston.

	Pounds.	Value.
Fresh cod.....	1,378,860	\$59,868
Fresh haddock.....	2,075,900	87,334
Fresh cusk.....	371,000	7,267
Fresh hake.....	2,273,800	39,800
Fresh pollock.....	1,751,100	24,648
Fresh halibut.....	17,800	2,504

Jan. 14.

Herring at Provincetown.

Word came from Provincetown yesterday morning that in one of the traps hauled there yesterday 20 barrels of herring were found. It is hoped that the herring have come for a permanent stay, as there is no fresh bait to be had and all the vessels have been using frozen bluebacks for some weeks.

Jan. 14.

NO ARRIVALS THIS MORNING

CARGO OF HERRING REACHED
THIS PORT DURING THIS
FORENOON.

Just before noon the big knockabout sch. Arethusa, Capt. Clayton Morrissey, arrived from Bonne Bay, N. F., with a full cargo of salt and frozen herring.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Arethusa Bonne Bay, N. F., 275,000 lbs. frozen herring, 300 bbls. salt herring.

Sch. Mary DeCosta, shore.

Vessels Sailed.

Sch. Arbutus, eastern deck handlining.

Sch. Rita A. Viator, haddocking.

Sch. Annie and Jennie, haddocking.

Sch. Jeannette, haddocking.

Sch. Harriett, haddocking.

Today's Fish Market.

Bay of Islands salt herring, \$4.12 1-2 per bbl., Bonne Bay salt herring, \$3.62½ per bbl., pickled herring \$5 per bbl.

Eastern deck handline salt cod, \$5.55 per cwt.; for large \$5 for mediums and \$5 for snappers.

Bank halibut 12 cts. per lb. for white, 11 cts. for gray, with the heads on.

Salt cusk, large, \$2.50 per cwt.; medium, \$2.

Salt haddock, \$2 per cwt.

Salt hake, \$2 per cwt.

Salt pollock, \$2 per cwt.

Splitting prices for fresh fish:

Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c.

Cusk, large, \$1.75 per cwt.; medium, \$1.30; snappers, 50c.

Haddock, \$1.10 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.30 per cwt.; round pollock, \$1.20 per cwt.

Jan. 16.

Southern Fishing Notes.

The New York Fishing Gazette's southern correspondent says:

"Capt. Stephen Black is commander of sch. Teresa and Alice, which has been added to the fleet of the Mobile Fish and Oyster Company, of Mobile, Ala. The vessel sailed from Beverly on November 28, and on the way to her home port picked up 9000 pounds of red snappers which were landed in Mobile on December 7. Indications are that the vessel is a fast sailor, judging from the record made on her maiden trip.

"The fishing smack Ida M. Silva, recently purchased by E. E. Saunders & Company, of Pensacola, Fla., has arrived at her new home port in command of Capt. Bass, one of the best known of the New England fishing skippers.

"The smack Alcina, which arrived at Pensacola, December 16, to E. E. Saunders & Company, had one of the biggest catches of fish made this season. The vessel is the first of the three vessels recently purchased at Boston to reach port, and she has made good, bringing 20,000 pounds of red snappers and 28,000 pounds of groupers as a result of a six days' stop at the Campechy banks. A Portland skipper was in command and a Gloucester crew manned the vessel. Capt. Littlejohn thinks he has done pretty well for a starter, and has made up his mind to remain in the south and fish out of Pensacola for some time to come. His crew feel the same way and will remain with him.

"The last ten days have been extremely profitable to both the fishing crews and the shippers, total receipts amounting to nearly one quarter of a million pounds of red snappers and 61,000 pounds of groupers."

Purchased Sch. Shepherdess.

Capt. Samuel McLean, formerly of the fishing steamer Carrie and Mildred has purchased sch. Shepherdess of Samuel Tibbetts. The Shepherdess is now hauled up to the eastward and Capt. McLean is there inspecting his property, preparing to get her ready for sea.

Fishing Fleet Movements.

Sch. Yakima was at Liverpool, N. S., on Thursday.

Sch. Mary A. Gleason was at Shelburne, N. S., on Thursday and cleared for home.

Jan. 16.

21

WILL HAVE AUXILIARY POWER.

Sch. Richard J. Nunan Repairing Damages Caused by Going Ashore.

Sch. Richard J. Nunan, which was recently ashore near Cape Podpoise, Me., and floated, leaking badly, and towed to this port for repairs, has taken out all her ballast at Chisholm's wharf and hauled on Burnham Brothers' railways to fix up.

The repairs will be quite extensive as a whole new shoe and part of her keel and considerable planking will have to be replaced with new wood.

The vessel must have laid hard on the rocks as some of the planking is badly gouged and chafed.

It is understood that while the craft is on the ways she will be fitted with gasoline auxiliary power.

MAIN BOOM BROKE.

Captain of Sch. Eva and Mildred Received Severe Blow in Back.

Capt. Charles York of the fishing schooner Eva and Mildred is now at his home in South Portland suffering a good deal of pain from an accident sustained on board his craft. While the craft was off Seguin Thursday, the main boom broke and as it swung around, the part that was left hit Capt. York across the back so hard that he was knocked to the deck. He was carried to the cabin where he remained until the schooner reached this port yesterday morning. The injury is not thought dangerous but it is extremely painful to the captain.

1910 Was Halifax Fishermen's Year.

The Halifax Maritime Merchant says:

"From the standpoint of the local fish merchants the year 1910 may be described as a fishermen's year. It is a great many years since the men engaged in the codfishing industry in this province have had the success they experienced in 1910. We were surprised, in looking into the question, to find that not only the bankers, but shore fishermen, except in a few places, had profited exceedingly. A great many people had the impression that the catch of shore codfish last summer was small, but the fish merchants tell us that in Cape Breton they had 50% more codfish to sell this year than in the previous year. Of course, the previous year may not have been a normal one, but it is evident that the past one was better than the average, both in catch and in price.

"We owe our success in the codfish trade of this province during 1910 mainly to the short supply of Labrador fish. The catch at Labrador was about 500,000 quintals less than normal, and as this is about two years' catch of the Nova Scotia fleet, we can see what the natural influence of such a shortage would be on prices. The thing that regulates the price of codfish on the North American continent is the catch of Newfoundland and Labrador. Of course, a big European catch has a world influence, but owing to the somewhat different process of curing, we are not so much affected by the European countries.

"Although the market has been constantly advancing it has been somewhat difficult for traders to make money during the late fall months. The difficulty was that supplies were light and the fishermen were inclined to discount the prospective tendency of the market from 15 to 25 cents a quintal—that is to say, when the market value of fish was about \$5.50, they held out for \$5.65, and the man who gave it to them could only hope to get his money back by a still further advance in the market. One or two firms were speculative enough to play the game this way and as a result they now have a supply of fish which at today's selling prices will show them a nice margin of profit. Of course had the information from Labrador regarding this shortage in the catch been incorrect, or had a big supply suddenly cropped up from any other quarter, they would probably have lost considerable; but they based their opinions on the Labrador situation; and, as we have said, Labrador being 500,000 quintals short, there is only one thing that can happen, and that is that there will not be enough fish to go around."